



**STATUS:** Completing tasks associated with the close-out of the project.

**PROJECT:** Baltimore Central Light Rail Line

**DESCRIPTION:** Construct a 29.5 mile light rail line in the central corridor of the Baltimore Metropolitan area. The system operates between Hunt Valley and Dorsey Road through downtown Baltimore, with service to BWI Airport and Penn Station.

**JUSTIFICATION:** This project is part of a balanced transportation program for the Baltimore Region. It provides access to established and expanding employment, residential and commercial areas. In addition, it offers reverse commute benefits.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Light Rail Double Track -- Line 19](#)  
[Light Rail Cab Code Signaling for Phase II Extensions -- Line 20](#)  
[Light Rail Cromwell Maintenance and Layover Facility, Phase II -- Line 21](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	3,352	3,352	0	0	0	0	0	0	0	0
Engineering	61,003	61,003	0	0	0	0	0	0	0	0
Right-of-way	42,295	42,295	0	0	0	0	0	0	0	0
Construction	362,839	361,722	100	753	264	0	0	0	1,117	0
Total	469,489	468,372	100	753	264	0	0	0	1,117	0
Federal-Aid	85,153	85,153	0	0	0	0	0	0	0	0

**USAGE:** Light Rail experienced approximately 977,000 monthly boardings in FY 2001.

Baltimore City, Anne Arundel and Baltimore Counties contributions (\$15.0 million each) are included in MDOT totals and budget.  
0004, 0097



**STATUS:** Preliminary Engineering and Environmental Documentation is complete. Final design underway.

**PROJECT:** Cold Spring Light Rail Station Park and Ride

**DESCRIPTION:** Construct a new 300-space park and ride facility at the existing Cold Spring Light Rail Station. The station currently has no parking.

**JUSTIFICATION:** New parking will increase ridership by providing convenient access to the system.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decreased \$1.5 million due to change in project scope.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	600	394	206	0	0	0	0	0	206	0
Engineering	550	78	50	218	204	0	0	0	472	0
Right-of-way	1,000	19	0	981	0	0	0	0	981	0
Construction	5,000	0	0	0	996	1,500	1,500	1,004	5,000	0
Total	7,150	491	256	1,199	1,200	1,500	1,500	1,004	6,659	0
Federal-Aid	3,850	211	204	638	640	808	808	541	3,639	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	2,589



**STATUS:** Grant Agreement approved by Federal Transit Administration. Right-of-way acquisition and construction to begin in current fiscal year.

**PROJECT:** Light Rail Double Track

**DESCRIPTION:** Project will add a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles will be upgraded to two tracks. Add new boarding platforms for the second track at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

**JUSTIFICATION:** Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating delays and times trains meet at single track sections. The double track will also assist in reducing headways and allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- Baltimore Central Light Rail Line -- Line 17
- Light Rail Cab Code Signaling for Phase II Extensions -- Line 20

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	.....2004.....	.....2005.....	.....2006.....	.....2007.....	TOTAL	COMPLETE
Planning	7,620	7,342	277	1	0	0	0	0	278	0
Engineering	10,475	6,032	2,225	2,218	0	0	0	0	4,443	0
Right-of-way	1,370	0	125	1,000	245	0	0	0	1,370	0
Construction	134,225	21	2,560	29,011	37,578	35,196	24,586	5,273	134,204	0
Total	153,690	13,395	5,187	32,230	37,823	35,196	24,586	5,273	140,295	0
Federal-Aid	122,952	9,282	2,301	29,064	30,261	28,157	19,668	4,219	113,670	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-NS-LR	18,110
CO	2003	S3-NS-LR	24,250
CO	2004	S3-NS-LR	40,000
CO	2005	S3-NS-LR	29,009



**STATUS:** Final Engineering underway. Construction to begin during current fiscal year.

**PROJECT:** Light Rail Cab Code Signaling for Phase II Extensions

**DESCRIPTION:** Install a cab code signal system in the Light Rail Line's Phase II Extensions.

**JUSTIFICATION:** The Light Rail Double Track project includes replacement of the signal system from a two block system to a cab code operation. This project extends the cab code system to Hunt Valley, Penn Station and BWI Airport. Overall system safety is dependent on the signal system. Having a single system for the entire line will provide consistency and increase safety.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Light Rail Double Track -- Line 19  
 Light Rail Cromwell Maintenance and Layover Facility, Phase II -- Line 21  
 Light Rail Control -- Line 23

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	64	161	0	0	0	0	0	161	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,875	0	200	500	1,000	2,000	3,000	3,175	9,875	0
Total	10,100	64	361	500	1,000	2,000	3,000	3,175	10,036	0
Federal-Aid	6,580	0	133	333	666	1,333	1,999	2,116	6,580	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	2,000
CO	2005	S9-MTA	2,800
CO	2007	S9-MTA	1,213



**STATUS:** Construction underway.

**PROJECT:** Light Rail Cromwell Maintenance and Layover Facility, Phase II

**DESCRIPTION:** Construct a Light Rail storage, maintenance, repair and vehicle washing facility adjacent to the Cromwell Light Rail Station.

**JUSTIFICATION:** With the completion of the Light Rail Double Track Project, the number of miles traveled by Light Rail Vehicles is projected to increase from an average of 40,000 miles per year to 60,000 miles per year. This increase in use, coupled with scheduled five and ten-year major vehicle overhauls, exceeds the capacity of the North Avenue Light Rail Facility. An additional facility is needed to ensure adequate maintenance for safe and reliable service.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Baltimore Central Light Rail Line -- Line 17](#)

[Light Rail Double Track -- Line 19](#)

[Light Rail Cab Code Signaling for Phase II Extensions -- Line 20](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	.....2004.....	.....2005.....	.....2006.....	.....2007.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,396	1,246	128	22	0	0	0	0	150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,442	8,012	4,319	5,978	10,133	0	0	0	20,430	0
Total	29,838	9,258	4,447	6,000	10,133	0	0	0	20,580	0
Federal-Aid	23,871	1,854	4,758	6,421	10,838	0	0	0	22,017	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	3,854
CO	2003	S9-MTA	5,466
CO	2004	S9-MTA	5,169





**STATUS:** Project engineering underway.

**PROJECT:** Light Rail Safety Upgrades

**DESCRIPTION:** Various upgrades for safety, communications and track operations including safety walks, railings, and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network; fiber optic drops at stations and minor flash modifications.

**JUSTIFICATION:** Improve safety, communications, operations and system reliability of the Light Rail line.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
[Light Rail Double Track -- Line 19](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	600	0	300	300	0	0	0	0	600
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	5,000	0	150	150	750	1,000	1,250	1,700	5,000
Total	5,600	0	450	450	750	1,000	1,250	1,700	5,600
Federal-Aid	3,794	0	306	305	508	677	847	1,151	3,794

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	314
CO	2003	S9-MTA	1,000
CO	2005	S9-MTA	1,480
CO	2007	S9-MTA	1,000



**STATUS:** Final system checking underway.

**PROJECT:** Light Rail Control

**DESCRIPTION:** Purchase and install computerized communications, train control and locator systems at North Avenue Light Rail Facility.

**JUSTIFICATION:** This facility will improve overall vehicle control and provide optimum safe operation of trains. In addition, the computerized system will provide the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system will also monitor grade crossings.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Light Rail Double Track -- Line 19](#)  
[Light Rail Cab Control Signaling for Phase II Extensions -- Line 20](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	850	850	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,107	6,797	500	500	310	0	0	0	1,310	0
Total	8,957	7,647	500	500	310	0	0	0	1,310	0
Federal-Aid	6,000	5,467	203	203	127	0	0	0	533	0